THE REIGN OF FAG AND SLUSII.

A DAY OF DIRE DISCOMFORT.

A DAY OF DIRE DISCOMFORT.

Wading Knee Deep in Morasses of Snow and Slush—A Fog that Covered a Multitude of Sinners—Perils of Ferry Navigation—Interesting Facts About the Sewers—No Fear of a Water Gorge.

The destruction of shoe-leather yesterday must have been enormous. It was a hideous day—all fog, rain, slush, mud and every manner of vexation, such as New Yorkers are every ten or twelve Winters compelled te endure. Of course rubber overshoes were brought largely into wear; but thousands, from neglect, impecuniosity or false economy, trusted to the imperviousness of native cowhide and caliskin. But after the day's pedestrianism there were few willing to endorse the old saying that "there is nothing like leather." The crossings along Broadway in the early part of the day were in a frightful condition down the entire length of the street from the Park to the Battery. The scavengers of the Street Cleaning Department managed to make many of the business and make many of the business and the considerable anxiety evinced among business men down town lest the rapid thaw and business m Battery. The scavengers of the Street Cleaning Department managed to make many of th erossings passable before noon; but such particular places as the head of Fulton street and Broadway, where there is an especially large traffic, were left through the day in the condition the rain found them in the morning. There is always an immense crowd pass ing and repassing at the top of Fulton street, and this place particularly deserved attention from the Street Cleaning Department, but none was given to it, and pedestrians, men and women, had to

ENER DREP IN THE MELTING SLUSH.

between carts and stages, that splashed the grimy stuff on every side of them. Corner of William and Fulton was even worse, for here there is a depression of the surface of the street, and the lodgment of liquid snow, all turned to mud color, was over a foot in depth. Across this very many delicate ladies, coming from or going to Fulton ferry, were forced to paddle through the day. Three or four men were engaged in endeavoring to make a dry passageway, but just as soon as they succeeded in dislodging one volume of slush another took its place, and the labor appeared truly Sisiphusian

THE RIVER PRONTS were the most deplorable sight of any other part of the city. There was a tolerably clear passageway to the Fulton ferry, but the approaches to all the rest were enough to deter the most reckless from venturing across. The neighborhood of

WASHINGTON MARKET was appalling. The snow heaps were of the althiest complexion, and the ooze which trickled forth from them on the sidewalks gave a still more wretched appearance to this already most wretched looking of markets. In few parts of the city did the snow escape defilement. It was everywhere turned into a dirty drab color, and its presence no tonger presented a spectacle on which the eye cared to rest very long.

THE FOG AND THE FERRIES.

As for the fog, it was a perfect reminder of London. In the early morning it filled the whole city to so dense a degree that large objects were invisible at a distance of a few yards. It was accompanied by a fine drizzling rain that wet through overcoats in quick time and glazed the Ice crusts along the sidewalk to the highest degree of slippery smoothness. Fortunately the freezing temperature of the previous night had moderated, else walking would have become almost an im-possibility. So impenetrable was the fog on the possibility. So impenetrable was the fog on the rivers that all the ferryboats were compelled to feel their way with the utmost caution, and the signal gong of the engineer was heard striking inces santly on every trip. The Roosevelt street ferry, after its first essay in the morning, discontinued running.

ran at intervals of from fifteen to twenty-five

minutes, and at each trip were so tremendously laden with passergers that in the event of a colli sion the consequences could hardly be otherwise than dreadful. As it was, a collision, though not serious, which did take place between one of the Fulton ferryboats and a tugboat, came within an crossing from Brooklyn to New York at noon, and in the middle of the river came in contact with a in the middle of the river came in contact with a tug going down stream. The collision was sufficiently severe to precipitate a number of the passengers from their seats on to the floor; and as for the ladies, the excitement among them was at fever heat. To make matters worse, the passengers at the front of the boat rushed to the rear and those at the rear rushed to the front, so that when the one crowd met the other the weaker ones became crushed and injured. This accident was unavoidable under the circumstances. The precaution of blowing whisties was

stances. The precaution of blowing whistles was unad by both tug and ferry bost, but so thick was the all-pervading fog that nothing could be discerned ten yards ahead.

COLLISION OF FERRYBOATS.

The most dense fog known for many years settled on the North River yesterday, causing serious delays to those who travel by ferryboats. The trips of the Jersey City boats were made at such long intervals that the great thoroughtares leading thereto on either side—Cortiandt and Montgomery streets—were literally choked with vehicles. Just as daylight set in the ferryboat Gregory collided with the ferryboat Pavonia, and the latter was so damaged that it was with dillicuity she reached the Pavonia dock. Her side was slove in, and the water rushed through the cavity till the deck hands covered the sperture with canvas. The cost of repairs will reach \$5,000. The Gregory was only slightly damaged, and continued to make her regular trips. The passengers on both boats were frightened almost to a panic. The pilot of the Pavonia ferryboat, it is admitted, blew his whistle, but the Gregory continued on her course, the pilot thereof alleging that he did not understand whether the Pavonia would cross the bow or the Stern.

PREAK OF A PERRYBOAT. At ten in the morning a ferryboat left Hoboken for the Barclay street silp, and to the astonishment of pilot and passengers pulled up two hours afterwards at Jersey City. The pilot declared in all his experience of over thirty years he never saw the North River so enveloped in fog. He had been saling in a circle all this time, when he thought he was moving cautiously on a bee line for Barclay street. Steam whistles, and nothing but steam whistles, could be heard along the Hudson. They made

was moving cautiously on a bee line for Barclay street. Steam whistics, and nothing but steam whistics, could be heard along the Hudson. They made

A TERRIFIC RACKET

and deepened the confusion that prevailed. On the Wall street ferry only one boat was running, but it did an immense business, taking at least two thousand passengers each trip. People living in Hoboken, Jersey City, Brooklyn and Williamsburg suffered great inconvenience, as well coming to the city in the morning as going home in the evening. At the South ferry the boats ceased plying for a time in the morning as going home in the evening. At the South ferry the boats ceased plying for a time in the morning, the perils of collision being so formidable. In the afternoon the preternatural fog litted for an hour or two, but returned in even greater density than before, and held sway over the rivers in gray and awful gloom.

ACCIDENT ON THE NORTH RIVER.

The ferryboat D. S. Gregory, of the Desbrosses street line, came into collision with the Pavonia, of the Erle, on the North River. The Pavonia was so badly damaged that she was in great danger of sinking, and it was with great difficulty she was faaily towed ashore. The passengers were greatly frightened, but none of them were injured. The boat now lies on the flats, and the amount of damage will probably be about \$10,000.

STREET CAR TRAVEL.

The street cars at the east side of town were running only at long intervals. Passengers endured the most dismal experiences in travelling by these conveyances last evening. An air of dampness most abhorrent pervaded the atmosphere of every car, and if ever people signed for an underground or an acrial railroad it must certainly have been yesterday.

THE STREET CLEANING DEPARTMENT.

A HERALD reporter gave a call at Police Headquarters to find out from Captain Thorne what the street cleaning department was doing in the premises. The Captain was out, and had been out since seven o'clock in the morning, superintending his army of scavengers. From Mr. McCorkle the r

OUR SEWER CAPACITY.

There was considerable anxiety evinced among business men down town lest the rapid thaw and business men down town lest the rapid thaw and impending rain might gorge the sewers and cause the flooding of cellars and basements. A reporter called at the office of the Engineer in charge of the Eureau of Sewers to learn whether there was any reasonable likelhood of such a catastrophe. Mr. Toale, the Engineer, was absent, but his assistant, Mr. Myers—formerly meteorologist of the Croton Board—was present, and courteously gave the information desired.

Mr. Myers—formerly meteorologist of the Croton Board—was present, and courteously gave the information desired.

In answer to questions he said "The present capacity and condition of the sewers of the whole city are such that they are capable of standing any strain that may result from the present thaw. It is not the duty, however, of this Bureau to cleanse gutters or any portion of the street surface. We have charge of all the sewer mains and connections, sewer mouths and what are known as the "receiving basins" at the corners of the street. Slöuid these basins become foul or choked by rubbish, snow or other matter we promptly send workmen to clear the obstructions. We have men whose duty it is to inspect them and they report all obstructions as soon as discovered, and in the event of notification of such obstruction "eing sent to us either by the Police Department or citizens we attend to them as promptly as possible."

"Has the Bureau lately done much to improve the sewer system of the city?" asked the reporter. "Yes," replied Mr. Myers, "the present Bureau has improved the entire system and remedied many of the practical as well as theoretical defects and errors of the old Bureau. All

by this Bureau is done upon a scientific engineering basis, having all due reference to the topography of the city, probable and emergent requisite capacity of sewers and so forth."

"But is not the present thaw and threatened rain calculated to throw an extraordinary volume

graphy of the city, probable and emergent requisite capacity of sewers and so forth."

"But is not the present thaw and threatened rain calculated to throw an extraordinary volume of water into the sewers?"

"Oh, nothing very extraordinary. We have had as heavy volumes of water from rains and snow before. There is only one thing requisite to prove the efficiency of the present sewerage system, and thatis that the gutters should be kept clear. It is to the interest of every man to keep the gutters open in front of his place of business or residence, and this would not be a difficult matter. It is the business of the Street Cleaning Department to keep the surface of the streets clean, but I don't think that any one would expect that that Department could go over the HUNDREDS OF MILES of streets in this city and clean them off in a day or two. But if the gutters are kept open people will find that the sewers will carry off the water as fast as it flows. We have frequently had as heavy snow falls as this in New York, but the snow very rarely lasts so long, and that is why people think there is so very much of it. Then, again, there is not so much

WATER PRODUCED BY DISSOLVED SNOW WATER PRODUCED BY DISSOLVED SNOW as people are likely to suppose. In my experience with the Croton Board, as meteorologist, I found that it was a fair average estimate to expect that a foot of snow packed as it falls would produce from one-sixth to one-tenth of its own depth of water—say, from two inches to an inch and a quarter. In rare cases, where the snow, owing to its moisture at the time of falling, has been packed very hard, it produced about one-fourth of its depth or three inches of water.

very hard, it produced about one-fourth of its depth or three inches of water.

In conclusion Mr. Myers reiterated his entire confidence in the capacity and condition of the sewers, as ample to carry off all the surface water, if the water is afforded the chance to run through the gutters, so as to reach the sewers, and the only way that could be effected was by opening the gutters in every street. People would then be surprised and gratified to see how fast the present ocean of slush would disappear from the streets.

Scenes on the Rivers-How the Ferryboats Ran-Broken Ice, but Buoyant

On the East River last night the fog was very dense, but ferry traffic was not materially im-peded. There was but little ice, and even that was in roken floes of such small dimensions that the steamers were easily enabled to plough through them The fog was not of that peculiar "pea soup" order prevalent in the English metropolis, being merely a light-gray color, but very heavy mist, that cloaked the icy surface of the river like a bridal passengers by the ferryboats as to whether the several journeys would be made in safety, and, despite the morbific nature of the atmosphere, people preferred standing upon deck to risking chances in the cabin. On the Fulton ferry line three boats were plying last night, and those had competent pilots. The passage was dark as the pathway into Hades, but the navigators smelled their way across the switt-riling tide and timo, and again the slips were safely reached. The only guide the pilots had was the hoarse monotone of the ferry house belis and dim lights visible about two boats' length from the piers. Ever and anon there would be a stoppage in mid-stream, and anxiety would rise to a high pitch. These detentions were caused by the knowledge of the proximity of another steamer, and it was not until the position of each was accurately ascertained that either dare "go ahead." The crimson lights of the ferry houses shone out like drunkard's eyes, blear and dim, yet they were guiding stars. If calcium lights were used by day and night during foggy weather much assistance would be rendered the pilots, much danger would be obviated and a great measure of lear among the passengers allayed. No accidents occurred on the lines last night, and it is to be sincerely hoped that the dimsy curtain of fog will be withdrawn tomorrow, and prevent even the probability of disaster.

The Fog on the North River. despite the morbific nature of the atmosphere,

The Fog on the North River. Last night there was no abatement in the dense fog that overspread the North River. It was not without many misgivings that passengers en-trusted themselves to the ferryboats, which kept trusted themselves to the ferryboats, which kept up a dismal screeching of whistles. This, added to the continual clanging of bells, made the river voyage anything but pleasant. Instead of the ordinary leght minutes, the Cortianit street ferryboats consumed from fifteen minutes to hall an hour on a single trip. The Desbrosses street ferryboats were far more uncertain, as they crossed the track of the Hoboken boats. The latter were in constant peril, and the pilots moved cautiously. It frequently happened that a ferryboat came within two lengths of another before it was visible, and slow motion was accordingly imperative.

The Fog in Brooklyn.

The fog was so thick in Brooklyn yesterday that it appeared as if it might easily have been sliced up with a knife. It was anything but agreeable for those who were familiar with the location, but for those who were not it was extremely so. It for those who were not it was extremely so. It was the easlest thing in the world for strangers to get "turned round" and go in a contrary direction to that which they desired, and it was impossible for them to attempt to set themselves right by trying to decipher the names of the streets upon the houses or dwellings at the street corners, for they could not see them. Sneak thieves and shoplifters improved the opportunity of picking up what they could, knowing that if they got six feet away they could not be caught. People who wanted to ride in the street cars had to get almost on the car tracks before the driver or conductor could see them. The greatest difficulty was experienced at the ferries, for the crossing was very dangerous. The trips of the boats were made at long intervals, for it was impossible for the pilots to find the slips. The consequence was that the streets leading to the ferries became clogged with vehicles of all kinds, and the drivers could not refrain at times from indulging in a little profanity. Men who cart for stores in New York were anxious to get across with their trucks, grocers were anxious to get across to replenish their stock, milkmen wanted to get their cans of milk from the railroad depots, but they all brought up at the ferry. There were several collisions between the boats, but no lives were lost nor were any boats sunk, so far as heard from in Brooklyn.

A MUEDERER PARDONED. was the easiest thing in the world for strangers to

A MURDERER PARDONED.

CONCORD, N. H., Jan. 3, 1873. year's imprisonment in October for killing John Marr, at West Concord, last June, was pardoned out to-day. He is said to be in the last stages of consumption.

"THE DISPENSARY DEMOCRACY."

Meeting of Dissatisfied Delegates Who Represent Themselves and Who Wish to Croate a New Democratic Party-But They Don't Want any Offices-They Also Will Hurl Corruption Into an Abyss of Infamy.

Last evening thirty-nine grown and apparently sensible-looking men and five reporters met in the large hall of the Demilt Dispensary, at the corner of Twenty-third street and Second avenue. meeting was in response to the following very mysteriously worded call:-

Dear Sir.—The undersigned respectfully invite you to a conference to be neld at Demilit Hall, corner Twenty-third street and Second avenue, on Friday, the 3d day of January, 1873, at eight P. M., to consider matters of interest to the democratic party. Yours very respectfully.

R. B. Roosevelt, Richard M. Henry, Douglas Taylor, Myer Stern, J. W. Gerard, Jr.; Smith Elly, Jr.; D. G. Galte, Joseph J. O'Douchee, Charles Grary, Jeremiah Quinlan, Casper C. Childs, William L. Cole, R. C. Root, Clais, Puckanfor, Frederick Meyer, Samuel G. Courtney, L. L. Isaacs, Magnus Gross, Henry Hilton, John W. Greene, Edmund Ran, dolph Robinson, John Foley, John X. Savago, J., Greenwile Kane, John T. Agnew, James Bagley, John Berlieb, John F. Doyle, George L. Louter, Frankin Bartlett, John H. Harnett, John Adriance, W. D. Craft, Robert N, Waite, Oliver H. Kingsland, A. Duryce, John Becker, Samuel Hirsch, A. J. Rogers, Ashley W. Cole.

No one who attended the meeting knew what it was about, but in the mind of some few there was

was about, but in the mind of some few there was a vague idea that something was to be reformed, something broken up, something united, and, to vind up, all corruption was to be crushed, never to rise again. There were thirty-nine persons in the mass meeting and five reporters. Out of this number there were two persons who came to have a lark and did not really want an office, and the five reporters, who seemed to think it a huge joke. There were several very hard cases in the room, ome of the old primary roughs from the "Assem bl-ee deestricks," and there were several respectable and well-known citizens, who had been deceived into signing their names to the call, and who seemed rather ashamed to be found in the large, cold, damp room with the same ward politicians of the smallest stripe talking the same rubbish about puryifying the democratic party and crushing corruption. Robert B. Roosevelt presided and James Keyes and John S. Giles acted as secretaries. Among those present were General Duryea, Charles Crary, ard Henry, Colonel Bayley, Andrew J. Roger and several others unknown to fame. Mr. Roose-velt opened the meeting by alluding to velt opened the meeting by alluding to its object, which, he said, was that of creating a third party out of the debris of the older organizations, which would fall to pieces if a young and vigorous party with pure principles were started. He wished all stering democrats to join the ranks. Andrew Jack Rogers talked wildly and incoherently, as is his wont, for twenty minutes about regeneration and purification, and trembling despots, and closed with a stirring and transcendental peroration, in which he saw, as if in a transformation scene, the future of the great "dispensary democracy." A man with white hair, a white mustache and considerable sense in his noddle, could not see the necessity of starting new parties and calling them democratic. He, for instance, was willing to take candidates from Tammany Hail or from Apollo Hail whose characters were respectable and whose antecedents were good. Starting new organizations was useless. It was good democrats who elected William F. Havemeyer to be Mayor, and is election for weeks before the bailots were cast was a foregone concusion.

A man named Shea opposed this man on general grounds, and for some minutes there was a prospect of a fight, but the atmosphere of the room was too damp and the fight died out like the flarac of a penny candle on a windy night.

The following resolutions were adopted, with the

penny candle on a windy night.

The following resolutions were adopted, with the ameniments, by the meeting, the preamble and first resolution being offered by Captain Bensel, while the others were offered by Richard M. Henry:—

Whereas the various organizations existing at present in this city proposing to represent the democratic party have none of them originated with the people, but have been created by professional politicians for the advancement of personal ends, therefore is it.

Resolved, That the future success of the democratic party in this city demands that an organization should be made, based upon popular representation, and so adjusted that every democrat in this city, whatever may have been his previous affiliations, may have an equal voice in the council of the party and in the selection of andidates for office.

Resolved, That a committee of twenty-one on organization be appointed by the chair, who shall draw up a plan of organization, to be submitted at a future meeting, and that they invite all democratic organizations in the city and county of New York to unite with them.

A member presented a list of twenty-one names

city and county of New York to unite with them.

A member presented a list of twenty-one names as a Committee on Organization to the Chair, and another member wanted their appointment deferred for two weeks, to give the Chair an opportunity to confer with other organizations, and to consult about the tremendous movement.

Smith Ely made a few parliamentary remarks much to the point, and subsided and shut up like the blade of a Jerseyman's jack knife. There was some more talk about the necessity for purifying the democratic party and kicking the spoil-hunters out of high places, and all present excepting John Harnett, the Welsh lawyer, who sat in a corner, declared that they were not looking for offices. After some little talk of this kind the "Dispensary Democracy" adjourned, to be heard from as soon as the streets become dry.

"KILLING A KIOWA."

dian in West Street-The Assailant Arrested and Held to Answer by Judge Hogan. Henry Behme and Henry Jackson are both old res

idents of the First ward. Behme is a barber and Jackson is a dealer in cigars. Jackson keeps his cigar store at 731/4 West street, and he boasts of having the biggest Indian on the block as a sign. For a long time there has been a little ill feeling between the barber and the clgar maker, and about two weeks since they entered into a wordy war on some religious subject, in which the barber bounced the cigar maker. A few nights after another discussion arose, in which the cigar maker got the best of the barber, and there was great excitement in the First ward. On New Year's Day the boys called upon the barber and told him if he was a man he would not stand it. On New Year's night, when Henry Benine, the barber, had filled himself with good and bad liquor from his triends in the ward, he determined to make a call upon the cigar maker. He took down from the mantelpiece a gun that his grandfather had invaded France with under the Duke of Brunswick. He loaded both barrels to the muzzle with buckshot, and salited round the corner with the weapon on his shoulder. When he came opposite Jackson, the cigar man's place, the big Indian, which the latter used as a sign, confronted him. In his contrased imagination he saw an uplitted tomahawk in the Indian's hand and a frenzied look about the eyes. Thoughts of horrid massacre floated in his brain. Behime, the barber, fell back two paces and then he blazed away, both barrels together. The report rung out upon the midnight air, the Indian staggered, his head fell off and rolled towards the gutter. Jackson ran out in his night-clothes, picked up the mangled savage, and sent a telegraphic despatch to the Board of Coroners. Yesterday Henry Jackson applied to Judge Hogan for a warrant for the arrest of Behme, the barber. The Judge Issued the summons and gave it to Jackson, but Behme failed to appear. Officer Bernard McGuire was then despatched with a warrant for the arrest of Behme, the barber. He was brought into Court yesterday alternoon in a very excited condition. He threw his arms wildly around and said, "Shudge Hogan, I bay all de damages. Dot man Jackson and me have a lectle fight. I don't want noding but what is right. Alderman Moore knows me. Tim Brennan he knows me. Every one in the First ward knows me. Dey all goes my bait."

Judge Hogan—Wil did you not come when you were summoned?

Behme, the barber—Vell, I tink it was all hoomboog. I say I don't see no summons from you; ven a man from the Court comes down, den I know vot ut is.

Judge Hogan—Well, I will hold you under \$300 ball to answer. New Year's night, when Henry Benme, the barber,

Judge Hogan—Well, I will hold you under \$300 bail to answer.
Here the prisoner got very much excited, and asked for permission to go for his bail, which was denied him, and he was escorted down stairs between two policemen with much growling and gesticulation. Jackson left the Court rejoicing.

THE CATHOLIC UNION OF NEW JERSEY. Message from the Pope Imparting His

A branch of the Catholic Union has just been organized in Jersey City, with Mr. J. McAnerney as President. The organization is to be extended

as President. The organization is to be extended throughout the entire State, and is to be known as the Catholic Union of New Jersey. Last Tuesday a despatch was sent from this association to the Pope greeting him and asking the apostolic benediction. On the next day the following despatch was received in reply:—

The greetings of your society were most agreeable to the Sovereign Pontiff, who most lovingly granted the blessing asked for.

G. CARD. ANTONELLI.

blessing asked for.

At the next meeting the constitution, which is modelled after that of the New York Catholic Union, will be discussed, and measures will be taken to spread the organization through all the parishes. Thus far the association has been conduced to a few well-meaning gentlemen, who, with two or three exceptions, have little inquence in the city.

OUR USELESS NAVY.

The Dilapidated Condition of the United States War Fleet-Ten Only of Fifty Iron-Clads Worth Repairing-A Skeleton En Verite for the Navy Department.

WASHINGTON, D. C., Jan. 2, 1873. TO THE EDITOR OF THE HERALD: -

The communication signed "Defence" in your issue of December 22, 1872, and the notice of the same signed "Pluck," induces me to write about the "United States Navy as It Is," and, possibly, thereby show the public and the legislators the "Defence" was very much more correct in his estimation of the detenceless condition of our great sea forts than the party who wrote under the name of "Pluck," who, by the by, I think is disposed to be or has been deceived by the United States Navy upon paper as a navy in reality. I will not criticise their modes of defending the great harbor of New York. like what "Pluck" wrote as the most prudent mode but "Defence's" words had more of the Anglo-Saxon Yankee style of fighting. I think they both will accord the command of the naval forces to Admiral Porter; but that is not my subject, and I will, with your permission, analyze the entire navy list of war ships, according to the "Navy Register:" and this same Register, let me say, contains many falsehoods, and to most people who have not a "Naval Dictionary" to define the ships and guns borne upon its pages it is very deceptive. Now, Mr. Editor, don't you think it advisable to

apply the power of your mighty paper, so as to make our legislators peruse comprehensibly the "Navy Register," get naval officers for their dictionaries, and let them forget for a while that great Yankee self-laudation and giorification, and acquaint themselves with the fact that the United States—a first class nation-has almost no efficient naval ships, and the few she has are fast decaying for want of the proper appropriation to make them seaworthy? So much has been written and said by the initiated and uninitiated, also by authority of those in power, about the fleets of the United States, and their ability to compete with the navies of the world, that I think it can certainly be said that the people of this country at large have been terribly, cruelly, and, perhaps, wilfully deceived. Does it not, then, become the patriotic duty for those who can to give the truth, though it may be in a form both disagreeable and humiliat-ing to our pride as a nation? If, perhaps, by so doing the legislators may be set aright in what they are doing and started up to prompt measures to replace the decaying ships of the navy, and at least have ready sufficient ships to do the police duty of the nation towards its commercial interest. What vessels has the United States Navy that are efficient or that can be made efficient? We find upon the "Naval Register" nve first rate screw steamers from 4,500 to 5,400 tons displacement, three of them mounting forty-five guns each, one thirty-nine guns and one twelve guns; four of them are useful wooden vessels and the fifth may be counted worthy for naval purposes. Two of them are need wooden vessels and the fifth may be counted worthy for naval purposes. Two of them are now abroad as flagships of our squadrons, and, it is said, much to the annoyance of the economical Secretary of the Navy, who never goes to sea, as he considers them unnecessarily large to bear the flag of the United States. Why, they are pigmies alongside any first class nation's flagship in any part of the world. Here, then, are four first rates which may be counted, but not one of them a naval liner. Now pass to the wonderful list of second rates. There are wooden liner steamers, thirty-two in all, from 2,100 to 4,000 tons displacement, mounting from ten to twenty-three guns, and yet from this formidable list filteen must be subtracted,

NOW ROTEEN AND UNFIT FOR SERVICE.

This leaves seventeen, and five of these need exthey are doing and stirred up to prompt measures

ment, mounting from ten to twenty-three guns, and yet from this formidable list fisteen must be subtracted,
NOW ROTTEN AND UNFIT FOR SERVICE.

This leaves seventeen, and five of these need extensive repairs; the balance are in service, but four of them should now be refitting. So, with all the repairs yet to be done, we have eight for present use. There are three paddle-wheel steamers from 2,150 to 4,500 tons displacement, mounting eleven to seventeen guns. One, the Vanderbilt, is thoroughly rotten: the other two are fit for light service. So the second rates of both type fit for use and for repairs number nineteen.

The third-rate wooden vessels are next in order. They are 21 servew steamers, from 900 to 1,000 tons displacement, mounting from 3 to eight guns; of these it are now on service, of which need immediate repairs. There are 3 rebuilding, the former vessels having been condemned, and new vessels, under the old names, will take their place (if money is ever appropriated to build them). Three also are condemned and 4 require extensive repairs—more than equivalent to building new ships. So there are 10 that should be replaced with new vessels, and this leaves 11 fit for present (and only present) use, for they will, one by one, be dropping in at the Navy Yard very soon. There are 5 paddle-wheel steamers, from 685 to 1,370 tons displacement, mounting from 6 to 8 guns—2 in the East India squadron, alsost "lame dacks," and 1 on the lakes in the United States.

Of wooden sailing vessels we have 5 second rates. Two are on the stocks and never will be launched, 3 are in use for receiving ships and are very rotten; a gun cannot be fired upon their decks for fear of breaking through, consequently no use save to house Jackey until he goes to sea.

Wooden sailing vessels, third rates, first class (from 1,800 to 2,300 tons displacement, from 7 to 49 guns), number 10. Only 1 is this day fit to go to

Wooden sailing vessels, third rates, first class (from 1,800 to 2,300 tons displacement, from 7 to 49 guns), number 10. Only 1 is this day fit to go to sea, 8 are very rotten and require extensive repairs, 1 is in the East India squadron—an almost worthless storeship. So this leaves 1 available, of third rates, second class, there are 10 vessels, from 675 to 1,840 tons displacement, from 2 to 16 guns. Two of these have already been broken up.

worthless storeship. So this leaves a valuable, from 675 to 1,840 tons displacement, from 2 to 16 guns. Two of these have already been broken up, and it is proposed to build two screw steamers to take their place. Two others are at sea—one on her way home after a three years' cruize, the other just sailed. The remaining 8 need more repairs than they are worth. One is being used as astoreship at Pensacola, so only 1 can be counted available. Or fourth rates there are 5 from 100 to 925 tons displacement, from 2 to 6 guns. Two are fair storeships, 2 are so rotten they are not fit for repairs and 1 is a yacht. Here we have 27 tugs; for vessels of war they don't count.

Lastly we come to the formidable list of fifty-one iron clads. Now that is a list which must strike the ordinary reader (if we actually had so many it for service) as sufficient to protect our harbors and vindicate any national insult offered us; but what have we in reality? Four of the most ponderous are on the stocks, and probably never will be finished, for they are nearly rotten and not worth building; five are repairing by removing rotten wooden decks and beams, and putting in iron beams and decks, which was absolutely necessary, and by the time these decks and beams are in they will need new iron bottoms; one is at Key West, and cannot go out of the harbor; one at the Naval Academy, sadly needing extensive repairs; forty are laid up in ordinary at League Island, New London, New Orleans, Washington, Mound City and Boston. Out of these less the Dictator, Puritan and Roanoke may possibly be used. The Miantonomah is condemned out and out. So thirty-six may be considered worthless for any use they can be put to as it would cost more to repair them than to build new vessels.

One may well exclaim, is this our great pavy in total numbers? Yes; we have of steamers four first rates, eight second rates, fourteen third rates, all needing immediate repairs; two fourth rates. Of sailing vessels of first, second and third class we have for the more than to t

PHILADELPHIA GAMBLING HELLS. General Turnout of the Thieving Policy Dealers and Gamblers of the Quaker City Under Contemplation. PHILADELPHIA, Jan. 3, 1873.

Mayor Stokely continues to push the police regu lation against the gamblers and policy dealers. The police, in compliance with the recent regulation, have already reported the location of numerous

have aiready reported the location of numerous gambling houses and the names of the proprietors. Many new policy shops have also been discovered. The difficulty in this matter between the Mayor and District Attorney Mann still creates discussion in political circles. The better class of politicians and citizens commend the action of the Mayor nighly. The amount of swindling perpetrated by the gamblers and policy dealers upon unsophisticated strangers has recently been very large, and an abatement is certainly desirable. The gambling and policy party not only controlled the action of Attorney Mann, but, by more recent investigations, it has been elicited that some of the Councilmen have been bribed by those interested.

Mayor Stokely is actively engaged in unearthing many criminal acts that have heretofore been allowed to pass unnoticed by the city authorities. The new Board of City Councils have been organized. The Select Branch consists of twenty-three republicans and six democrats. The Common Branch stands fity-five republicans to twelve democrats. The majority of the members are "ring" men, and it is to be feared that their legislation will not be conducive to the municipal welfast.

NEW ORLEANS.

Unhappy Condition of the Crescent City-Business Stopped and Money Hoarded on All Hands-Taxation of \$20 to \$28 on the \$1,000-How Carpet-Baggers Have Nearly Ruined Great City of the South.

NEW ORLHANS, La., Dec. 28, 1872. TO THE EDITOR OF THE HERALD:-

Having been a resident of New Orleans since 1835, with the exception of four years which I passed in New York after retiring from business in 1858, I have seen a great many changes in the trade and commerce of the city and in the condition and prospects of the people, but my memory fails to recall a state of things so disheartening, so utterly hopeless in all their aspects as that which exists at present. No trade, no rents paying, no debts can be collected, for no one that has any money wants to part with a dollar, and this pres ent month, December, ought to be the busiest of the year. This state of hopeless despondency and stagnation has been caused, as you are aware, by the astounding action of Judge Durell in subverting the State government by the aid of United States troops and with the sanction of the national executive. The constitution of 1868, although in many respects the worst ever fastened by legal forms on American citizens, and notwithstanding the fact that the laws made under it were the State Legislature, left the people the stance of a State government, with the elective franchise unimpaired, and the peacefully succumbed to the oppression under the hope of one day assuming control of election, when the people turned out almost to a man, and, at as fairly conducted an election as Kenogg gained a complete victory; and so determined was the reform party-the largest in the city-to have nothing but a fair election that it exerted all its influence to have United States

city—to have nothing but a fair election that it exerted all its influence to have United States Supervisors at every poil to remain and see that every vote was fairly counted. Even this was done, and the returns gave the McEnery ticket some thirteen thousand majority. Every one seemed satisfied about the airness of the election, and even Carson Conway telegraphed to Mr. Lusher that he would not oppose his being installed as Superintendent of Public Education. Such was the state of affairs when the unneard-of application was made to Judge Durell. Our people had been suffering for four long years outrages and oppressions from Governor Warmoth's bandit negroes, mulattoes, carpet-baggers and scalawags, including all the present Kellogg ring that have succeeded in abolishing what we had of a State government, and all the hopes of this oppressed and outraged community were placed in the inauguration of an honest and economical administration, State and city.

As an example of the enormous increase of our State taxes in four-years it will state that in 1868 the tax was \$50.50, and I am told that this year it will have to increase to \$25.50. There are over thirteen thousand property owners in the city who could not pay last year's taxes, notwithstanding the fact starfing them in the ince that the law imposes a penalty of 150 per cent on one year's delay in paying taxes. I know a person who allowed \$14.50 of a tax to stand over from 1871 to 1872. He was obliged to sell the property in October last, and had to pay \$34.50, or \$20 penalty, on \$14.50, for one year's delay. But, in addition to the enormous State tax, we had to pay a city tax of 24 per cent, and as the State assessors get a commission on the amount of the rolls all property is assessed above its value in the best of times. As an instance of this, three two and a half story Baltimore brick houses, in good order, were assessed for \$21,000, and being lately sold at auction, on credit for one, two and three years, only realized the sum of \$11,275.

In order to g

logg, Judge Dureil and the whole Custom House party:—

HOUSES TO RENT.

They are of all sorts, from the palace to the hovel, from the massive storehouse to the dilapidated den. There is no part of the city of New Orleans that is exempt from the evil—up town, down town, in front or in the rear. Vacancy prevails like the atmosphere in every quarter, business places being empty in the centre of the city and residences in the domestic portion of the town. No landlord feels safe in his tenant—no rest estate is paying a safe rent. This is this station as the man about an example of the disposition of the cover of t

backing they get from nature and the laws of trade.

When this truly descriptive picture was written the editor, who was a candidate for Mayor, believed that their whole party was honestly beaten, and wrote it for the purpose of recommending conciliation and union of all parties to assist in the work of retrenchment and reform, and our commercial community was then buoyed up with the hope of getting control of their own affairs again, but since the Custom House thunderbeit has been hurled against us all is despondency and despair, and every one is trying to collect all he can and leave.

leave.

An eminent French physician, attached to a life insurance office, says of those who are applying for insurance office, says of those who are applying for the last never seen anything like the says you can see despondency in their countenances; and merchants in different parts of the city say that not one in fifteen is making sufficient to pay rent. Others inform me that numbers have already failed, and that if a change does not cient to pay rent. Others inform me that numbers have already failed, and that if a change does not soon take place large numbers are bound to become bankrupts and be sold out, and their creditors will get next to nothing. A Northern property owner, who has always been a Union man, but never a politician, told me the other day that he had two large houses empty in the best part of them to tenants who would give a lease of them to tenants who would pay the taxes, he agreeing to pay insurance and make repairs. And even tenants that have rented houses are not paying the rent. Such is a glance of the state of affairs here, and the only hope of our citizens is in the American people. I have always loved the Union, and almost adored the consistution of the United States; and I have such confidence in the love of the American people for justice that I am sure they will not allow one of their sovereign States to be blotted out of existence by the mere edict of an interior judge of an inferior court, in open violation of the eleventh amendment of the constitution adopted in 1797, to protect and maintain the sovereignty of all the States, weak and powerful, against such assaults.

THE MINERS! STRIKE.

THE MINERS' STRIKE. The Pennsylvania Anthracite Board of

Recommence Operations—The Suspen-sion Not Expected to Be of Long Duration.

Риплания, Ра., Jan. 3, 1873. The Anthracite Board of Trade have offered a compromise proposition for a basis for the season in the Schuyikiil coal region. The basis is the same as last year, except that it slides down as far as \$2 25 per ton as a minimum, thus making it better for miners and laborers. John Sincy, Presi

better for miners and laborers. John Sincy, President of the Miners and Laborers' Benevolent Association, has presented this proposition. An official announcement has been made for a suspension, and it will continue until the basis is decided. There is every indication that the compromise will be accepted and operations renewed at an early date.

John Parker, a former President of the Miners and Laborers' Benevolent Association, who fully understands the disposition of the miners, is very confident the stoppage will not last longer than a few weeks, that time being necessary for making repairs to collieries. The miners generally want to work, as the Winter has been severe upon them and their means from the last pay day about run out. The action of the association that controls them has to be awaited before they can stir.

There is more idleness in the Mahanoy and Ashiand districts than elsewhere, but even in those places some mines are in operation, the operators paying the basis wanted. Large quantities of coal are being shipped from the Lenigh regions, and the stock in this city is larger than at the same period last year.

A SOLDIER'S NEW YEAR'S.

A SOLDIER'S NEW YEAR'S. Two Governor's Island Soldiers Steal a

Boat from the Battery-One of Them Drowned and the Other Locked Up in the Tombs. Paul Kahne, a soldier on Governor's Island, was

arraigned before Judge Hogan at the Tombs Police Court yesterday charged with stealing a boat from Patrick Coilins, of No. 3 Whitehall street. On Thursday night Paul Kahne and a comrade, whose name did not transpire, came to the landing at the Battery and found nothing to bring them to the Island. They took a rowboat that was lying in there and attempted to row themselves across. About the middle of the river they were run into by the steamer Mentevideo and upset. The unknown soldier was drowned and Kahne was taken on board a Brooklyn ferryboat. About eight o'clock in the evening he arrived in New York. He was arrested by Officer Harman, of the First precinct, and locked up for the night. Judge Hogan held him for examination. arraigned before Judge Hogan at the Tombs Police

THE BRISTOL COLLISION.

Official Investigation Into the Causes of the Disaster.

How the Bessie Rogers Was Sunk-Examination of the Pilot, Customs Inspector and Harbor Master-Fog Signals Indispensable for the Safety of Vessels in the Harbor.

NEWPORT, R. L. Jan. 3, 1873. The local Inspectors, Messrs. Beckwith and Hovey, of the New London district, arrived here for the purpose of taking the testimony relative to the collision last August between the steamer Bristel and the British bark Bessie Bogers. The object was only for the purpose of ascertaining the conduct of the officers. They met at the Custom House at nine o'clock this morning, when the fol-

lowing testimony was taken :-

TESTIMONY OF THE PILOT. George F. Fowler, of Newport, sworn:—I hold a branch license as first class pilot for Newport harbor, Providence River and vicinity; on the 7th of August last I boarded the British bark Bessie Rogers and piloted her into Newport harbor and anchored her in what we call the roads at about half a mile, more or less, westward of the breakwater, which is the usual anchorage of square-rigged vessels waiting for orders or bound up the river; it is not the usual custom of the New York steamers to come up that side of the island, but when the luner harbor is filled with small craft and the weather is thick they then go outside; did not take any ranges when I anchored the bark, only I ran our usual range when I brought her in, viz., from the middle of the passage abreast the Dumplings to the Makeland House, which is from half to three-quarters of a mile north-northeast from the breakwater light;

AFTER ANCHORING THE SARK

land Honse, which is from half to three-quarters of a mile north-northeast from the breakwater light;

AFTER ANGIORING THE LARK

and before leaving 1 told the captain to be sure and keep a watchman on deck and a good light burning in the rigging at night, but did not tell him to ring a bell or blow a horn in thick weather; I have visited the wreck of the bark since he was sunk and found that she was in the position I anchored her; I have anchored various vessels, among which were frigates and other vessels of war, as near in the locality of where the Bessie Regers is as I could bring them; I never anchored a vessel in that vicinity that the Harbor Master ordered to change her anchorage, but I have anchored vessels in other parts of the harbor which he has ordered to alter their anchorage; I have followed pilotage in this harbor and vicinity for about thurty-five years; I am not aware of any law requiring a vessel at anchor to blow a horn or ring a beld during a fog, but should think that the captain of a vessel, for his own vessel's safety, would do so.

FEFER WILKEY, CUSTOMS INSPECTOR.

Peter W. Wilkey, sworn:—Am Inspector of Customs at Newport, R. I.; by orders of the Collector I was ordered to duty on board the British bark Bessic Rogers on the 5th of August last; I retired to the cabin that night about nine o'clock; before going below I noticed a light set in the starboard forerigging, and there was a watchman on deck; I understood that the watch was relieved ence in two hours; I waslying on a lounge in the cabin, and was awakened by a noise and shouting on deck, at about three o'clock, on the morning of the 10th; within a minute afterwards there was a crash, when I sprung up and run on deck, and found the steamer Bristol had struck us on the port side about amidships; I got on board the steamer as soon as I could, being somewhat infirm; there was a very thick fog when I came on deck; I did not hear nor understand that the watchman on deck was to give of signals in case they was appointed by the city author

vessel while lying at anchor to give a fog signal.

THE DIVER'S INVESTIGATIONS.

John Waters, submarine diver, gave his testimony as to the steamer's damage as she lay sunk at the Coal Mines. This evidence concluded the at the Coal Mines. This evidence concluded the day's proceedings, and this afternoon the In-spectors visited the steamer Bristol to make some measurement having a bearing on the case in hand, after which they lett for New London.

ORITHARY.

Earl of Galloway. By cable telegram from London we are informed of the death of Randolph Stewart, Earl of Galloway, in the seventy-second year of his age. He

expired on the 2d instant.

The Earl of Galloway was the ninth earl of his house. The order of nobility was conferred on his family in the year 1623. He was the oldest son of George, the eighth earl, by his wife, Lady Jane, daughter of Henry, first Earl of Uxbridge, and daughter of Henry, first Earl of Uxbridge, and sister of Henry William, first Earl of Anglesey. The Earl of Galloway just now deceased succeeded to the title in the year 1834. He married Harriet Blanche, the seventh daughter of the Duke of Beaufort. He was educated at Harrow and Christ church, Oxford, and called to the House of Lords as Lord Stewart of Garlie's. He represented Cockermouth in the House of Commons from the year 1826 to 1831. The Earl is succeeded by his son, Alan Plantagenet Stewart, Lord Garlie's, a captain in the Royal Horse Guards and member of Parliament for Wigtonshire.

Alfred Rankley.

On Saturday, December 7, at the age of fifty-two, died Mr. Alfred Rankley, a painter of a considerable number of popular pletures, distinguished by unusual healthiness of thought and honesty of execution. Mr. Rankiey was well known as a contribu-tor to the Royal Academy Exhibition. "The Pharisee and the Publican" appeared in 1856, and was well received. He had, however, been before the public at a much earlier date. A scene from "Mac-beth" was shown in 1841, and "Othello Lamenting over the Corpse of Desdemona," in 1844; then came the "Day of Shame," an illustration of Crabbe, in 1845; "Paul and Virginia," in 1846; "The Village Church," in 1847—a picture which was engraved. and was well received; "The Ruined Spendthrift," in 1848; "Innocence and Guilt, in 1849; "The Sunday School" and "Contentment," in 1859; "Engene Aram," in 1852; "Dr. Watts Visiting Some of His Little Friends," in 1853; "Home Revisited," in 1854; "The Village School" and "From the Cradie to the Grave," in 1855; "The Lonely Hearth" and "The Dame's Absence," in 1856. The best picture was "Fetching the Doctor," a scene in a gipsy encampment. The titles of these works show that they were rather sentimental, but they were not wholly so. Besides, Mr. Rankley was not content to paint pictures in the manner which was easiest to nimself, but strove to do his best, and in one or two instances met with deserved success, "The Return of the Prodigal," 1858, "A Sower Went Forth to Sow," 1863, were proofs of this. The last picture he exhibited was "Follow My Leader," 1867. Church," in 1847—a picture which was engraved.

GERMAN EXPEDITIONS TO AFRICA.—At the last sitting of the German Geographical Society, the president, Dr. Bastian, made further communications respecting the projected expedition into Central Africa, and was happy to inform the society that Dr. Grissfeldt, one of the most experienced travellers of Germany, had placed his services at its disposal and had at the same time subscribed a considerable sum in aid of the enterprise. A spirit of emulation is admitted to have arisen after the outset of the English expedition under Sir Bartle Frere, though the object of the German expedition is of a totally different character. It is proposed to merge all local geographical societies in Germany into one great African society, which is to undertake, methodically and successively, the exploration of the unknown parts of Africa. The societies at Dresden, Kiel and Frankfort and others have already signified their consent to join this union, and no doubt is entertained that the combined effort will, in the end, be eminently successful. The Prussian society has also resolved to afford pecualizity support to the German expedition under Dr. Reichenow, which is exploring the Calabar and Gaboob.